

(19)



Europäisches Patentamt

European Patent Office

Office européen des brevets



(11)

EP 0 540 222 B1

(12)

EUROPEAN PATENT SPECIFICATION

(45) Date of publication and mention
of the grant of the patent:
05.06.1996 Bulletin 1996/23

(51) Int. Cl.⁶: **B30B 9/12, B22D 19/16**

(21) Application number: **92309527.7**

(22) Date of filing: **19.10.1992**

(54) Cast formed bi-metallic worm assembly and method

Gegossene bimetallische Schneckenanordnung und Verfahren zu ihrer Herstellung

Assemblage vis sans fin bimétallique coulée et procédé pour sa production

(84) Designated Contracting States:
DE GB IT NL

(30) Priority: **30.10.1991 US 784981**

(43) Date of publication of application:
05.05.1993 Bulletin 1993/18

(73) Proprietor: **THE DUPPS COMPANY**
Germantown, Ohio 45327 (US)

(72) Inventors:
• **Mansfield, Peter W.**
Holmes Beach, Florida 34217 (US)
• **Dupps, Frank N.**
Germantown, Ohio 45327 (US)

(74) Representative: **Blanco White, Henry Nicholas et al**
ABEL & IMRAY
Northumberland House
303-306 High Holborn
London WC1V 7LH (GB)

(56) References cited:
EP-A- 0 130 626 **AU-B- 6 214 786**
GB-A- 1 071 203 **US-A- 4 996 919**

• **Patent Abstracts of Japan vol. 8, no. 220(M-330)(1657) 6 October 1984 & JP-A- 59 104 262 (KUBOTA TEKKO K.K.)**

Note: Within nine months from the publication of the mention of the grant of the European patent, any person may give notice to the European Patent Office of opposition to the European patent granted. Notice of opposition shall be filed in a written reasoned statement. It shall not be deemed to have been filed until the opposition fee has been paid. (Art. 99(1) European Patent Convention).

EP 0 540 222 B1

Description

This invention relates generally to screw presses for expressing fluids from fibrous materials, and more particularly to a bi-metallic fully cast worm assembly for use in conjunction with such presses.

The flights on worm assemblies which radially extend from the flight body of feed screws of high pressure expressing presses incur substantial wear and abusive interaction with both fibrous material and debris contained therein as they interact with the walls of the screw press. It is a well-known technique to provide wear resistant or hard-facing coatings upon the surfaces of the flight and flight body which are subjected to highest wear. Techniques utilized for this purpose are deposit welding, flame spray deposition, plasma deposition and the like. Thereafter, the surfaces are smoothed manually back to the desired dimension of the flight. These conventional deposit welding techniques are labor intensive, require expensive components, and provide poor bonding between the ductile base material and the harder deposited weld material.

Considerable effort has been expended to resolve this wear problem as described in the following U.S. and foreign patents known to applicants which include some combination of bi-metallic structure incorporating a tough inner hub portion and a hard or brittle worm flight or portion thereof:

French	U.S. 3,592,128
Bredeson	U.S. 3,980,013
Knuth, et al.	U.S. 4,223,601
Theysohn	U.S. 4,364,664
Mansfield	U.S. 4,440,076
Zies	U.S. 3,034,424
French, et al.	U.S. 3,721,184
Mansfield	U.S. 4,838,700
Williamson	U.S. 4,838,700
---	U.K. 592,834
---	Italy 557,425
Appleby	U.K. 310,680

Several attempts have also been made to produce a homogeneous feed screw by utilizing casting techniques. However, if a highly wear resistant brittle material is chosen, cracking at the keyway or other highly stressed areas occurs. Alternately, where a more ductile material is used, premature wear of the flight is experienced.

The applicants' earlier US-A 4 996 919 discloses a cast feed screw with a cylindrical body of one metal and a flight of a second, harder but more brittle metal. In one embodiment (on which the preambles of claims 1 and 7 are based) the flight is formed integrally with an outer shell of the harder material for centrifugal casting, and the body of softer material is then centrifugally cast into the interior of the shell. In another embodiment there is no outer shell, and the hard flight is cast onto the previously-cast body.

EP-A 0 130 626 describes a method of casting one metal onto another so as to produce a bond between the two metals.

The invention provides a bi-metallic worm assembly of a mechanical screw press, said worm assembly including a hollow cylindrical inner hub having a generally cylindrical outer surface and an interior surface structured to slidably engage around and in driving communication with a drive shaft, said inner hub formed of a first rigid homogeneous cast material, said worm assembly also including an outer flight body formed of a second rigid homogeneous cast material circumferentially encapsulating said inner hub outer surface and having an integral helical flight radially extending therefrom, said second cast material being harder than said first cast material, characterised in that said first cast material has a plastic temperature substantially higher than said second cast material, and in that the inner hub is plated; the said outer flight body is cast formed around the plated inner hub; and said inner hub and said outer flight body are metallurgically bonded to one another.

The invention also provides a method of manufacturing a bi-metallic worm assembly of a mechanical screw press, said worm assembly including a hollow cylindrical inner hub having a generally cylindrical outer surface and an interior surface structured to slidably engage around and in driving communication with a drive shaft, said inner hub formed of a first rigid homogeneous cast material, said worm assembly also including an outer flight body formed of a second rigid homogeneous cast material circumferentially encapsulating said inner hub outer surface and having an integral helical flight radially extending therefrom, said second cast material being harder than said first cast material, characterised by said first cast material having a plastic temperature substantially higher than said second cast material, and by comprising the steps of:

- A. Casting forming said inner hub;
- B. Plating said inner hub;
- C. Placing said inner hub into a mold having an interior defining said outer flight body;
- D. Preheating said inner hub within said mold;
- E. Casting forming said outer flight and body around said inner hub within said mold;
- F. Slowly cooling said worm assembly to room temperature, said inner hub and said outer flight body metallurgically bonding one to another.

The present invention utilizes the techniques of in situ cast forming of the outer worm flight of harder material around the pre-cast inner hub of relatively soft and tough material and a method of manufacture therefor. This structure is ideally suited for high wear resistance, minimum internal stress risers and maximized inner hub toughness and ductility, while also being recyclable.

Preferably, the worm assembly is rotatably driven in use by the press drive shaft and includes an outer flight body having an integral outwardly extending helical flight

formed of a relatively brittle, wear-resistant homogeneous cast material and an inner hub tightly fitted and substantially fully mated within, and coextensive with, the outer flight body. The inner hub, cast formed of a more ductile, tougher homogeneous material, includes a hollow cylindrical interior surface structured for slidable engagement around and in driving connection with the drive shaft. The inner hub and outer flight body are securely engaged one to another by cast forming the outer flight body around the precast inner hub. Longitudinal lobes in a smooth undulating in and out clover leaf cross sectional pattern further increase rotational or torsional strength of the worm assembly without appreciably increasing internal operating stress between inner hub and outer flight body.

The bi-metallic worm assembly for screw presses is preferably primarily reliant upon the metallurgical bonding between inner hub and outer flight body for torsional strength and rigidity which results from casting the outer flight body around the precast inner hub.

Preferably, the worm assembly is reusable in that the outer flight body may be separated from the inner hub for remelting of the harder flight body material, and recycling of the inner hub, which is typically not in need of repair or replacement and may be reused or both metals returned for remelt.

One form of worm assembly and method of manufacture according to the invention will now be described with reference to the accompanying drawings, in which:

Figure 1 is a perspective view of the invention in place on the press drive shaft.

Figure 2 is a perspective view of the invention immediately following completion of casting and including the casting risers.

Figure 3 is a perspective view looking down into a mold utilized in producing the casting shown in Figure 2.

Figure 4 is an enlarged partial view similar to Figure 3 showing the precast inner hub in place within the mold prior to casting.

Figure 5 is a view similar to Figure 4 further showing a cast ceramic pouring ring in place prior to casting.

Figure 6 is a side elevation partially broken view of the ceramic pouring ring shown added in Figure 5.

Figure 7 is a top plan view in the direction of arrows 7-7 in Figure 6.

Figure 8 is a top plan view of the precast inner hub as shown in the direction of arrows 8-8 in Figure 9.

Figure 9 is a side elevation view of Figure 8.

Figure 10 is a section view in the direction of arrows 10-10 in Figure 9.

Figure 11 is a side elevation partially broken section view of the entire molding assembly prior to casting.

Referring now to the drawings, and particularly to Figure 1, the invention as a completed article of manufacture is shown generally at number 20 in its in-use configuration slidably mounted along side another over a

drive shaft S in driving engagement therewith by keyway K. The entire arrangement rotates in the direction of arrow A about the longitudinal axis of drive shaft S and by this arrangement, material to be expressed moves within the screw press in the direction of arrow B.

Each of the worm assemblies 20 includes an inner hub shown generally at numeral 24 and an outer flight body shown generally at numeral 22. The inner hub 24 includes an axial cylindrical drive shaft hole longitudinally therethrough 32 which slidably engages over drive shaft S and keyway K. The outer flight body 22 includes a worm flight 26 which radially extends from the cylindrical main portion thereof. The leading end 28 of worm flight 26 is pointed so as to more easily pierce or penetrate through the fibrous material, while the trailing end 30 is blunt so as to further reduce the likelihood of hacturing of the worm flight 26.

The inner hub 24 is cast formed of a tougher, more ductile cast steel material such as 1015-1020 steel or series 300 stainless steel. The outer flight body 22 is cast formed in place around the precast inner hub 24 of a harder, more brittle cast material, preferably a cast nickel base metal which includes chrome, boron and steel. The tougher more ductile inner hub 24 thus absorbs the driving forces from drive shaft S and key way K, while the harder material of the outer flight body 22 is more wear resistant to the liquid expressing process and wherein the flights 26 are likely to forcibly encounter foreign objects such as rocks, stones and other debris.

Referring additionally to Figure 2, the invention in its as-cast, unmachined form is there shown generally at numeral 20'. In general, all primed (') numerals refer to unmachined as-cast components. This worm assembly casting 20' initially includes risers 38 and 34 which are added for improved casting soundness of the outer worm assembly 22' cast formed in place around the precast inner hub 24'. After removal of risers 38 and 34 by conventional abrasive sawing along 36 and between riser 38 and worm flight 26, the inner bore 32' is then machined, along with trueing of the end surfaces perpendicular to the axis of inner bore 32, when machine finished.

The ceramic mold utilized to cast form the present invention is shown in Figure 3 at numeral 40. This mold 40 is precast of ceramic material using a lost-wax type process or its equivalent for improved casting detail and accuracy. The mold 40 provides a cylindrical outer surface 42 for forming the outer worm assembly, a worm flight cavity 44 and riser cavities 46 and 48. Also provided with mold 40 is raised centering boss 50 utilized for alignment of the inner hub casting as will be described herebelow.

Referring next to Figure 4, the precast unmachined inner hub 24' is positioned into mold 40 as shown so that the upper end is generally flush with the beginning of riser cavity 46. Referring additionally to Figures 8, 9 and 11, the precast inner hub 24' includes a generally cylindrical outer profile 52 extending coaxially with longitudinal drive shaft hole 32'. This outer profile 52 is generally configured to provide smooth in and out undulations,

rather than a circular cross section so as to offer increased mechanical driving engagement with the outer worm body. The preferred embodiment of these smooth in and out undulations is best seen in Figure 8 and includes a plurality of lobes 61, 63, 65, and 67 each defined by a radial surface about a central axis of inner hub 24' equal to 59, 60, and 62 as indicated. Each lobe is further defined at the end of the major radii 59, 60, and 62 by smaller convex blend radii 64, 66, and 68 as shown having a concaved junction at blend radius 70 as highlighted in a phantom circle.

The cast inner hub 24' also includes radially extending centering tabs 54 having an outer radial profile 58. These tabs 54 serve to center the cast inner hub 24' within mold 40 as best seen in Figures 4 and 11 and are preferably trued to have profile 58 in Figure 8 concentric.

After the inner hub casting 24' is placed within mold 40 as shown in Figure 4 with the drive shaft hole 32' centered on raised boss 50 seen in Figure 3, a small quantity of sand C is then placed within the drive shaft hole 32'. The sand C is utilized to help provide a bottom seal, preventing molten material from entering into that region during the final casting process of the outer worm body 22'.

Referring additionally and particularly to Figures 5 to 7 and Figure 11, a ceramic pouring ring 80 is then placed in axial alignment within mold 40 and atop inner hub casting 24'. This pouring ring 80 includes a cylindrical main body 82 with longitudinal aperture 84 therethrough. An integral radially extending flange 86 forms transverse stop 90 which rests atop the upper end of inner hub casting 24'. Cylindrical outer surface 88 aligns the pouring ring 80 within the upper end of drive shaft hole 32'. When in place as shown in Figures 5 and 11, the pouring ring 80 prevents molten metal which will form the outer worm body 22' from entering the drive shaft hole 32' and also serves to form the inner contour of riser 34, the outer surface of riser 34 defined by riser cavity 46.

The arrangement shown in Figure 5 is now ready to receive the cast molten outer worm body material poured into mold 40 and around pouring ring 80. A weight must be placed atop pouring ring 80 so as to help prevent "floating" of the pouring ring 80 as the riser cavity 46 is filled near the end of each pour. This weight can also be designed to provide three point centering of the inner cast hub, pouring ring and the ceramic mold.

To further assist in sealing the interior of drive shaft hole 32' from the hot molten casting material forming the outer worm body 22', a "fiber fax" gasket may also be placed between the top of inner hub 24' and surface 90 of pouring ring 80.

Referring now to Figures 9 and 10, a flight lock arrangement is there shown including a flight lock cavity 78 cast formed into the outer surface 52 of inner hub 24' lying directly under the leading edge of the flight. This flight lock cavity 78 includes a plurality of wedge-shaped connected cavity segments 72, 74 and 76 which, when filled with molten cast metal forming the outer worm body 22 in phantom in Figure 10, serve to provide an additional

rotational mechanical engagement between the inner hub 24' and the outer flight body 22'.

Generally, the outer worm body 22' is cast formed utilizing the method as previously described of a homogeneous material considerably harder and more brittle than that utilized to cast form the inner hub 24'. Typical materials which may serve this purpose are cobalt based materials and nickel based materials. However, the preferred embodiment of this worm body cast material is a nickel-chrome-boron composition. Such an alloy is generally available from Stoodly-Deloro Stellite Corporation under their designation "Alloy 45", or can be custom formulated during melting. This composition is selected because of its higher hardness (Rockwell C 50-55) and because it has a solidifying temperature of approximately 1900 degrees F., or considerably below the approximate melting temperature selected for the inner hub cast material of approximately 2600 degrees F.

This temperature solidifying differential between the outer worm assembly 22' and the inner hub casting 24' facilitates an easy procedure for reclaiming of the expensive nickel-chrome-boron and the inner hub casting when normal wear of the worm flights 26 occurs. By heating the used worm assembly 20 to approximately 2000 degrees F., the outer worm assembly cast material is liquified, leaving the inner hub casting intact.

More specifically with respect to the metallurgical composition of the outer worm body casting 22', the preferred range of elements are listed in Table 1 herebelow:

Table 1

Element	Percentage
Silicon	3.0-5.0%
Carbon	0.3-0.6%
Chromium	7.5-14.5%
Boron	1.1-3.7%
Iron	3.0 (max)
Nickel	73.2-85.1%
Rockwell C hardness: 50-55	

As will now be appreciated, the primary metallurgical elements utilized in the preferred embodiment are nickel, chromium and boron. Normally, the boron content, which is particularly important in varying the hardness, is about 0.5%. However, the present invention advances that percentage up to above 1.0% and up to above 3.7% helping to insure the hardness range indicated.

To inhibit oxidation of the outer surface of the inner hub casting 24', this casting is nickel plated prior to beginning the casting process. This oxidation would otherwise occur as inner hub casting 24' is preheated before

the molten outer worm assembly material is cast around the inner hub casting 24' as previously described.

After the various components are arranged and pre-heated to approximately 1800 degrees F as shown and described with respect to Figure 5, the molten cast outer worm body material at a temperature of approximately 2600 degrees F. is poured into mold 40. To retard the rate of cooling and solidification of this molten cast material, mold 40 is placed into and buried within a large volume of sand such as in a large barrel up to the upper flange of mold 40. This surrounding sand causes the molten metal to cool slowly and at the same time to anneal the inner hub 24'. Typically this cooling and solidification period is about 24 to 30 hours.

Thereafter, when the casting is fully solidified as shown in Figure 2, the risers 34 and 38 are removed by abrasive cutters along line 36, the inner bore 32' is finished and keyway added, and the opposite ends are then machined perpendicular to the finished drive shaft bore 32.

Because of the unique casting methodology as above described, the finished worm flight body 20 may be clearly identified from any other product having a similar bimetallic structure formed by another method such as by braising, mechanical shrinkage, plasma spray deposit or the like. By microanalysis of the grain structure at the boundary between the precast inner hub 24' and the in situ cast formed outer worm body 22', it is clear that the grain structure of each component is fully distinguishable because the cast structure of each shows a typically dendritic structure of an as-cast material. A weld overlay bimetallic product on the other hand will show an intermixed structure of dendritic (cast) and equiaxed (reheated) grains resulting from different heating and cooling rates than that of the worm flight body produced by the method of this invention.

While the instant invention has been shown and described herein in what are conceived to be the most practical and preferred embodiments, it is recognized that departures may be made therefrom within the scope of the invention, which is therefore not to be limited to the details disclosed herein, but is to be afforded the full scope of the claims so as to embrace any and all equivalent apparatus and articles.

Claims

1. A bi-metallic worm assembly (20) of a mechanical screw press, said worm assembly including a hollow cylindrical inner hub (24) having a generally cylindrical outer surface (52) and an interior surface (32) structured to slidably engage around and in driving communication with a drive shaft (S), said inner hub formed of a first rigid homogeneous cast material, said worm assembly also including an outer flight body (22) formed of a second rigid homogeneous cast material circumferentially encapsulating said inner hub outer surface (52) and having an integral helical flight (26) radially extending therefrom, said second cast material being harder than said first cast material, characterised in that said first cast material has a plastic temperature substantially higher than said second cast material, and in that the inner hub (24) is plated; the said outer flight body (22) is cast formed around the plated inner hub; and said inner hub and said outer flight body are metallurgically bonded to one another.
2. A cast formed bi-metallic worm assembly according to claim 1, wherein: said inner hub outer cylindrical surface includes at least one uniform longitudinal lobe (61, 61, 65, 67) having a smooth, uniform cross sectional shape undulating radially in and out along the entire length of said worm assembly for increased rotational driving engagement between said inner hub (24) and said flight body (22).
3. A cast formed bi-metallic worm assembly according to claim 1 or claim 2, comprising: a flight lock cavity (78) formed into said inner hub outer surface and including at least one wedge-shaped cavity portion (72, 74, 76) which, when filled with said second cast material in cast forming said outer flight body, provides additional rotational mechanical engagement between said inner hub (24) and said outer flight body (22).
4. A cast formed bi-metallic worm assembly according to any one of claims 1 to 3, wherein: said flight (26) has a generally pointed leading end (28) and a generally rounded trailing end (30).
5. A cast formed bi-metallic worm assembly according to any one of claims 1 to 4, wherein: said outer flight body (22) consists essentially of silicon, carbon, chromium, boron, iron and nickel.
6. A cast formed bi-metallic worm assembly according to claim 5, wherein there are present in said outer flight body (22):
silicon in the range of about 3.0 to 5.0 % by weight;
carbon in the range of about 0.3 to 0.6 % by weight;
chromium in the range of about 7.5 to 14.5 % by weight;
boron in the range of about 1.1 to 3.7 % by weight;
iron in the range of about a maximum of 3.0 % by weight;
nickel in the range of about 73 to 85 % by weight.
7. A method of manufacturing a bi-metallic worm assembly (20) of a mechanical screw press, said worm assembly including a hollow cylindrical inner hub (24) having a generally cylindrical outer surface (52) and an interior surface (32) structured to slidably engage around and in driving communication with a drive shaft (S), said inner hub formed of a first rigid homogeneous cast material, said worm assembly also including an outer flight body (22) formed of a second rigid homogeneous cast material circumferentially encapsulating said inner hub outer surface (52) and having an integral helical flight (26) radially extending therefrom, said second cast material being harder than said first cast material, characterised in that said first cast material has a plastic temperature substantially higher than said second cast material, and in that the inner hub (24) is plated; the said outer flight body (22) is cast formed around the plated inner hub; and said inner hub and said outer flight body are metallurgically bonded to one another.

ferentially encapsulating said inner hub outer surface (52) and having an integral helical flight (26) radially extending therefrom, said second cast material being harder than said first cast material, characterized by said first cast material having a plastic temperature substantially higher than said second cast material, and by comprising the steps of:

- A. Cast forming said inner hub (24);
- B. Plating said inner hub;
- C. Placing said inner hub into a mold (40) having an interior defining said outer flight body (22);
- D. Preheating said inner hub within said mold;
- E. Cast forming said outer flight and body around said inner hub within said mold;
- F. Slowly cooling said worm assembly (20) to room temperature, said inner hub and said outer flight body metallurgically bonding one to another.

Patentansprüche

1. Eine Zweimetall-Schneckenbaugruppe (20) einer mechanischen Schraubenpresse, welche Schneckenbaugruppe eine hohlzylindrische innere Nabe (24) umfaßt mit einer generell zylindrischen Außenoberfläche (52) und einer Innenoberfläche (32), die strukturiert ist, um gleitend eine Antriebswelle (S) zu umschließen in Antriebskommunikation mit dieser, welche innere Nabe aus einem ersten starren, homogenen Gußmaterial gebildet ist, welche Schneckenbaugruppe ferner einen äußeren Schneckenkorpus (22) umfaßt, gebildet aus einem zweiten starren, homogenen Gußmaterial, das die Außenoberfläche (52) der inneren Nabe im Umfang umschließt und einen sich radial wegerstreckenden, einstückig angeformten, schraubenlinienförmigen Schneckengang (26) hat, welches zweite Gußmaterial härter ist als das erste Gußmaterial, dadurch gekennzeichnet, daß das erste Gußmaterial eine Plastifizierungstemperatur besitzt, die erheblich höher ist als die des zweiten Gußmaterials, und daß die innere Nabe (24) plattiert ist; wobei der äußere Schneckenkorpus (22) rings um die plattierte innere Nabe gußgeformt ist; und wobei die innere Nabe und der äußere Schneckenkorpus metallurgisch aneinander zum Anhaften gebracht sind.
2. Eine gußgeformte Zweimetall-Schneckenbaugruppe nach Anspruch 1, bei der die äußere zylindrische Oberfläche der inneren Nabe mindestens einen gleichförmigen Längsflügel (61, 63, 65, 67) mit einer weichen, gleichförmigen Querschnittsform umfaßt, die radial einwärts und auswärts gewellt ist längs der gesamten Länge der Schneckenbaugruppe für verbesserten Drehantriebseingriff zwischen der inneren Nabe (24) und dem Schneckenkorpus (22).

3. Eine gußgeformte Zweimetall-Schneckenbaugruppe nach Anspruch 1 oder Anspruch 2, umfassend: eine Schneckengang-Verriegelungsausnehmung (78), eingebracht in die Außenoberfläche der inneren Nabe und mit mindestens einem keilförmigen Ausnehmungsabschnitt (72, 74, 76), der, wenn er mit dem zweiten Gußmaterial bei dem Abgießen des äußeren Schneckenkorpus gefüllt wird, zusätzlichen mechanischen Dreheingriff zwischen der inneren Nabe (24) und dem äußeren Schneckenkorpus (22) bewirkt.
4. Eine gußgeformte Zweimetall-Schneckenbaugruppe nach einem der Ansprüche 1 bis 3, bei der der Schneckengang (26) ein generell zugespitztes führendes Ende (28) und ein generell abgerundetes nachlaufendes Ende (30) hat.
5. Eine gußgeformte Zweimetall-Schneckenbaugruppe nach einem der Ansprüche 1 bis 4, bei der der äußere Schneckenkorpus (22) im wesentlichen aus Silicium, Kohlenstoff, Chrom, Bor, Eisen und Nickel besteht.
6. Eine gußgeformte Zweimetall-Schneckenbaugruppe nach Anspruch 5, bei der in dem äußeren Schneckenkorpus (22) enthalten sind: Silicium im Bereich von etwa 3,0 bis 5,0 Gew.-%; Kohlenstoff im Bereich von etwa 0,3 bis 0,6 Gew.-%; Chrom im Bereich von etwa 7,5 bis 14,5 Gew.-%; Bor im Bereich von etwa 1,1 bis 3,7 Gew.-%; Eisen im Bereich von etwa einem Maximum von 3,0 Gew.-%; Nickel im Bereich von etwa 73 bis 85 Gew.-%.
7. Ein Verfahren zur Herstellung einer Zweimetall-Schneckenbaugruppe (20) einer mechanischen Schraubenpresse, welche Schneckenbaugruppe eine hohlzylindrische innere Nabe (24) mit einer generell zylindrischen Außenoberfläche (52) und einer inneren Oberfläche (32) umfaßt, die strukturiert ist, um eine Antriebswelle (S) gleitend zu umschließen in Antriebskommunikation mit dieser, wobei die innere Nabe aus einem ersten starren, homogenen Gußmaterial gebildet ist, welche Schneckenbaugruppe außerdem einen äußeren Schneckenkorpus (22) umfaßt, gebildet aus einem zweiten starren, homogenen Gußmaterial, das in Umfangsrichtung die Außenoberfläche (52) der inneren Nabe einkapselt und einen integralen schraubenförmigen Schneckengang (26) hat, der sich radial von ihm wegerstreckt, welches zweite Gußmaterial härter ist als das erste Gußmaterial, dadurch gekennzeichnet, daß das erste Gußmaterial eine Plastifizierungstemperatur hat, die erheblich höher ist als die des zweiten Gußmaterials und durch die Schritte:

A. Gußformung der inneren Nabe (24);

- B. Plattieren der inneren Nabe;
 C. Plattieren der inneren Nabe in eine Form (40) mit einem Inneren, welche den äußeren Schneckenkorpus (22) begrenzt;
 D. Vorheizen der inneren Nabe innerhalb der Form;
 E. Gußformen des äußeren Schneckengangs und -korpus um die innere Nabe innerhalb der Form;
 F. Langsames Abkühlen der Schneckenbaugruppe (20) auf Zimmertemperatur, wobei die innere Nabe und der äußere Schneckenkorpus metallurgisch aneinanderhaften.

Revendications

1. Assemblage de vis bimétallique (20) d'une presse à vis mécanique, ledit assemblage de vis incluant un moyeu intérieur cylindrique creux (24) présentant une surface extérieure généralement cylindrique (52) et une surface intérieure (32) structurée pour s'engager de manière glissante autour d'un, et en communication d'entraînement avec un arbre d'entraînement (S), ledit moyeu intérieur étant formé en un premier matériau coulé, homogène et rigide, ledit assemblage de vis incluant également un corps de spire extérieure (22) formé en un second matériau coulé, homogène et rigide, encapsulant sur la circonférence ladite surface extérieure (52) du moyeu intérieur et comportant une spire hélicoïdale formée d'un seul tenant (26) s'étendant radialement à partir de lui, ledit second matériau coulé étant plus dur que ledit premier matériau coulé, caractérisé en ce que ledit premier matériau coulé possède une température de plasticité sensiblement supérieure à celle dudit second matériau coulé, et en ce que le moyeu intérieur (24) est plaqué; ledit corps de spire extérieure (22) est formé par coulée autour du moyeu intérieur plaqué; et ledit moyeu intérieur et ledit corps de spire extérieure sont liés par voie métallurgique l'un à l'autre.
2. Assemblage de vis bimétallique formé par coulée selon la revendication 1, dans lequel: ladite surface extérieure cylindrique du moyeu intérieur inclut au moins un lobe longitudinal uniforme (61, 61, 65, 67) présentant en coupe transversale un forme lisse et uniforme qui ondule radialement à l'intérieur et à l'extérieur sur toute la longueur dudit assemblage de vis pour un engagement d'entraînement en rotation accru établi entre ledit moyeu intérieur (24) et ledit corps de spire (22).
3. Assemblage de vis bimétallique formé par coulée selon la revendication 1 ou 2, comprenant: une partie de blocage de spire (78) formée dans ladite surface extérieure du moyeu intérieur et incluant au moins une partie de cavité en forme de coin (72, 74, 76) qui, lorsqu'elle est remplie dudit second maté-

riau coulé en formant par coulée ledit corps de spire extérieure, procure un engagement mécanique en rotation additionnel établi entre ledit moyeu intérieur (24) et ledit corps de spire extérieure (22).

4. Assemblage de vis bimétallique formé par coulée selon l'une quelconque des revendications 1 à 3, dans lequel: ladite spire (26) comporte une extrémité avant généralement pointue (28) et une extrémité arrière généralement arrondie (30).
5. Assemblage de vis bimétallique formé par coulée selon l'une quelconque des revendications 1 à 4, dans lequel: ledit corps de spire extérieure (22) se compose essentiellement de silicium, de carbone, de chrome, de bore, de fer et de nickel.
6. Assemblage de vis bimétallique formé par coulée selon la revendication 5, dans lequel se trouvent, dans ledit corps de spire extérieure (22): du silicium dans une proportion comprise environ entre 3,0 et 5,0 % en poids;
 du carbone dans une proportion comprise environ entre 0,3 et 0,6 % en poids;
 du chrome dans une proportion comprise environ entre 7,5 et 14,5 % en poids;
 du bore dans une proportion comprise environ entre 1,1 et 3,7 % en poids;
 du fer dans une proportion pouvant aller environ jusqu'à un maximum de 3,0 % en poids;
 du nickel dans une proportion comprise environ entre 73 et 85 % en poids;
7. Procédé de fabrication d'un assemblage de vis bimétallique (20) d'une presse à vis mécanique, ledit assemblage de vis incluant un moyeu intérieur cylindrique creux (24) présentant une surface extérieure généralement cylindrique (52) et une surface intérieure (32) structurée pour s'engager de manière glissante autour d'un, et en communication d'entraînement avec un arbre d'entraînement (S), ledit moyeu intérieur étant formé en un premier matériau coulé, homogène et rigide, ledit assemblage de vis incluant également un corps de spire extérieure (22) formé en un second matériau coulé, homogène et rigide, encapsulant sur la circonférence ladite surface extérieure (52) du moyeu intérieur et comportant une spire hélicoïdale formée d'un seul tenant (26) s'étendant radialement à partir de lui, ledit second matériau coulé étant plus dur que ledit premier matériau coulé, caractérisé en ce que ledit premier matériau coulé possède une température de plasticité sensiblement supérieure à celle dudit second matériau coulé, et en ce qu'il comprend les étapes consistant à:

- A. former par coulée ledit moyeu intérieur (24);
- B. plaquer ledit moyeu intérieur;

C. placer ledit moyeu intérieur dans un moule (40) présentant un intérieur définissant ledit corps de spire extérieure (22) ;

D. préchauffer ledit moyeu intérieur dans ledit moule ;

5

E. former par coulée ledit corps de spire extérieure autour dudit moyeu intérieur, à l'intérieur dudit moule ;

F. refroidir lentement ledit assemblage de vis (20) à la température ambiante, ledit moyeu intérieur et ledit corps de spire extérieure étant liés par voie métallurgique l'un à l'autre.

10

15

20

25

30

35

40

45

50

55

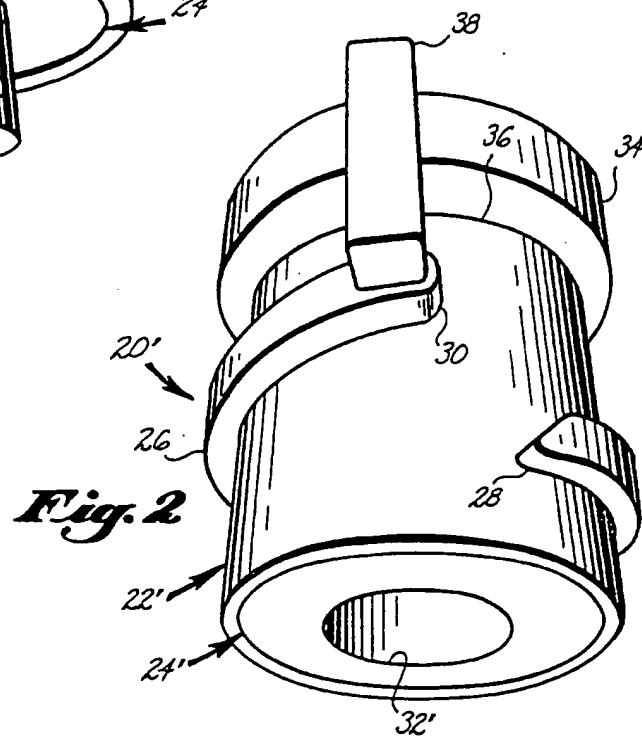
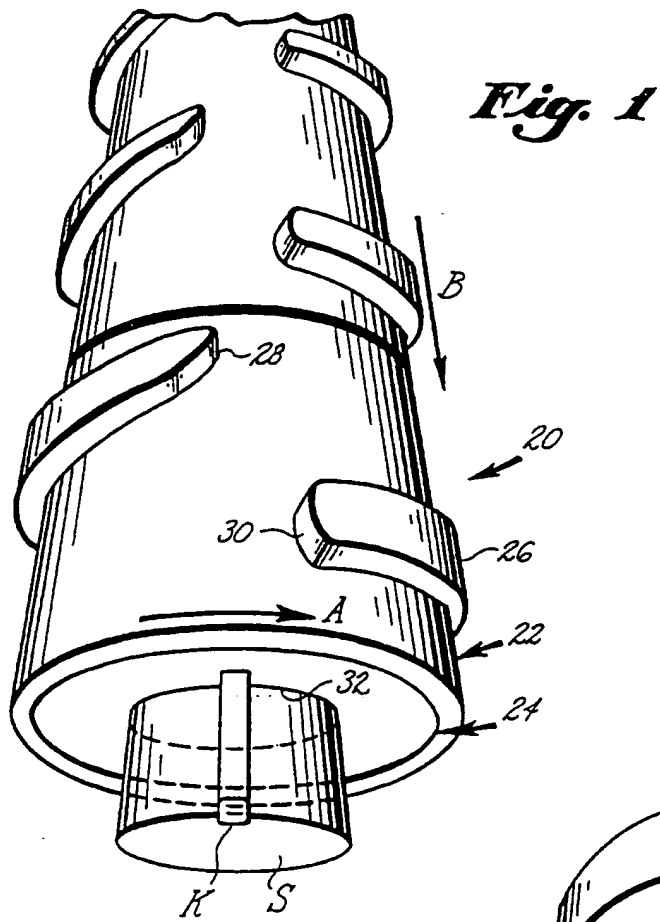


Fig. 3

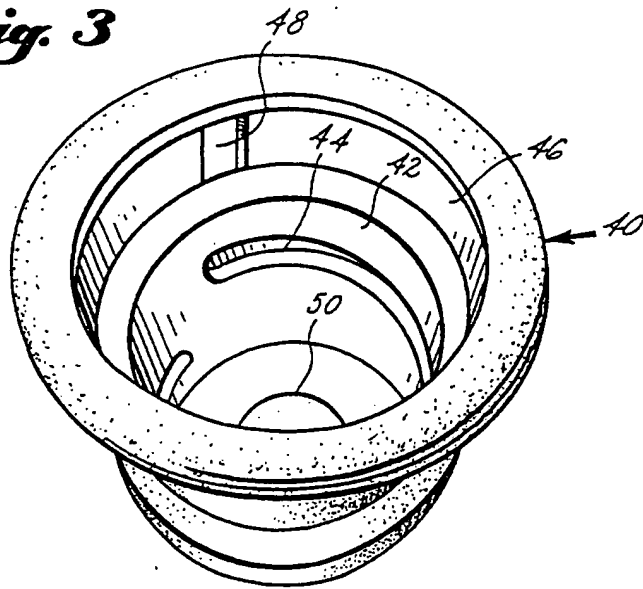


Fig. 4

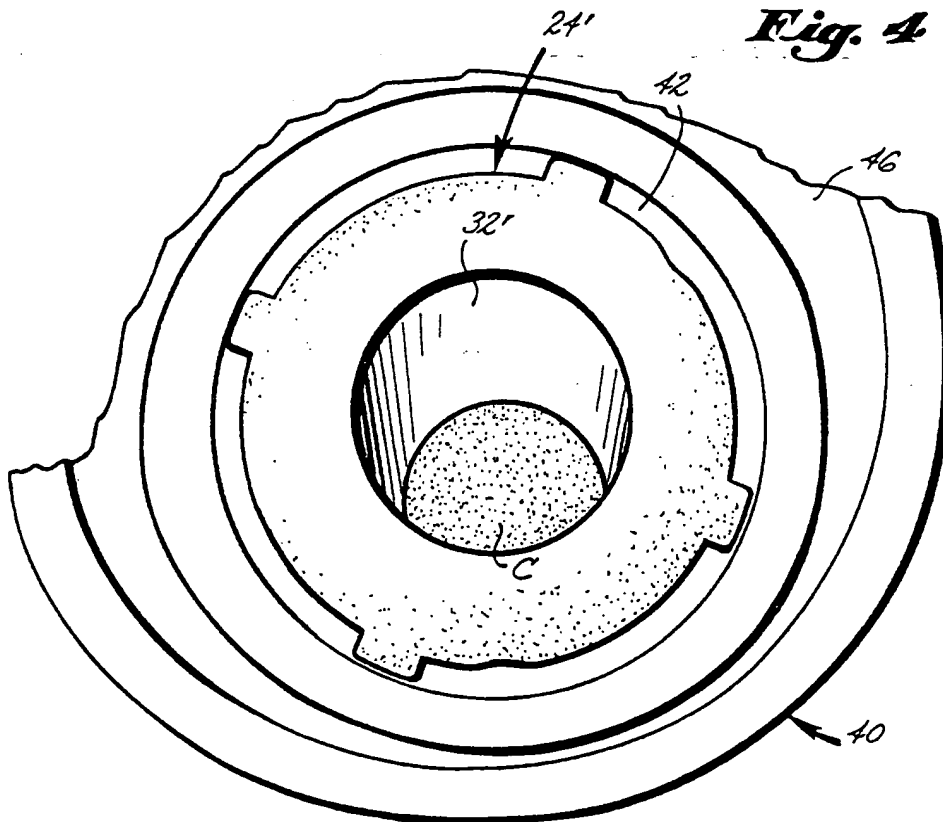


Fig. 5

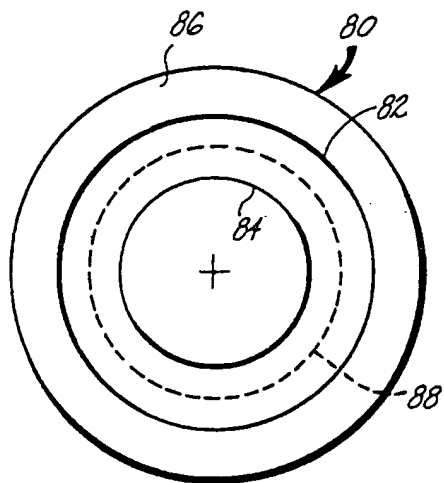
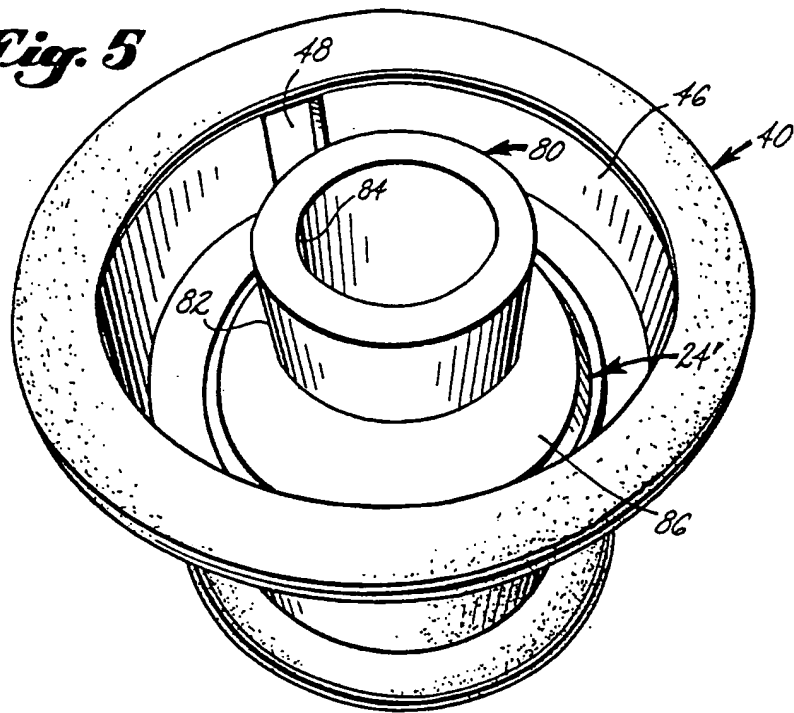


Fig. 7

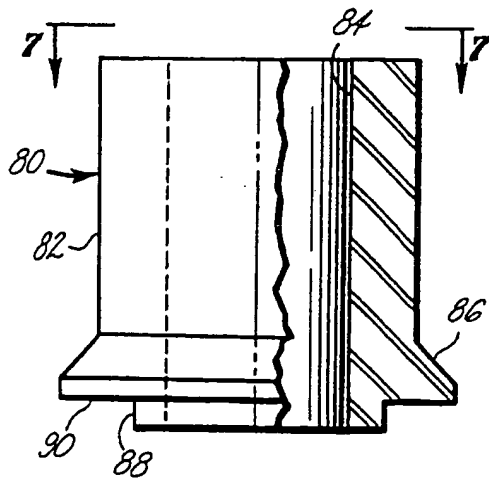


Fig. 6

